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DECEMBER, 1960
ABUAN ISLAND is one of those strange places that has never really lived up to expectations. Little more than a hundred years ago it was a valueless part of the sultanate of Brunei; then it was ceded to Queen Victoria for use as a naval base in connection with the suppression of piracy. Once it was a colony on its own, once it was part of the old Straits Settlements, once it has been occupied by the Japanese, and now it is part of the British colony of North Borneo.

Throughout the last hundred years the small island has always had potential as a maritime base of significance. A fine natural harbor (the name Labuan means anchorage), the lack of ports in Brunei State—only 40 miles away on the mainland—and the discovery of coal, all gave good reason to anticipate Labuan becoming a reasonably important place.

For various reasons, however, this has not happened. The coal mines were never very successful and have long been closed; pirates no longer bother this part of the coast and though the transhipment of materials and stores to Brunei (mainly for the Shell oilfield there) is considerable, it is not nearly in the same class as, say, Singapore. But Labuan is almost on the great circle route from Australia to Britain and, being conveniently situated off the Borneo coast, it has been selected as the operational headquarters of Borneo Airways which is doing great things towards opening up the three territories of British Borneo: the colonies of Sarawak, North Borneo and the sultanate of Brunei.

The close economic ties between Malaya and Borneo bring about a regular flow by air of passengers and freight between the two countries, and this is handled by Malayan Airways of whom Borneo Airways were a part until 1957.

Malayan Airways still operate on the main routes between Kuching and Sibu in Sarawak, Brunei Town and Labuan, Jesselton and Sandakan in North Borneo. Borneo Airways (who are now jointly owned by the three governments of Borneo), BOAC and Malayan Airways, operate over these routes but their modest fleet of three DH Rapides and three Scottish Aviation Twin Pioneers also serves much smaller communities both along the coast as well as in the interior.

The variety of Borneo Airways' freight is unlimited and the volume is only restricted by the size of the aircraft—and in some cases, the airfields—but movement of anything in Borneo, even oneself, is far from easy. Sarawak in particular has few roads, and communication is mainly by river—great swollen roaring log-strewn rivers at times forbidding movement downstream much less upstream. The alternative is to go overland through some of the densest jungle in the world, jungle through which even a Sarawak native, unhampered by any such burden as baggage or produce, can move only a very few miles a day. Or one can go by air.

The Twin Pioneer flying out of Labuan over the China Sea on a routine trip through Brunei and Sarawak is soon down again at Brunei Town's new mainline airport. Before touching down, the aircraft circles once over the outskirts of this fascinating, rapidly changing capital of oil-rich Brunei State, a country no bigger than an English county. Standing dramatically above all is the great Omar Ali Saifuddin mosque, completed just over a year ago at a cost of several million Malayan dollars (Borneo currency). It is named after the Sultan of Brunei, a democratic, enlightened
ruler, who describes the mosque as an expression of his desire that the country's wealth should contribute not only to the material advancement of the people, but also to their spiritual welfare.

The vast building, set on the edge of a lagoon, has a pale grey and white exterior sharply contrasting with the gleaming gold dome and the gold-flecked cupolas. Close-by runs the Brunei River, in which stands the old town now known as the water village. Some 10,000 people still live there and are not particularly enthusiastic about government offers to re-settle them on the dry land. To the north of the mosque the new town expands almost daily with handsome schools, administration and commercial buildings, all architecturally contemporary yet sensibly adapted to the tropical climate.

Among the passengers who embark at Brunei is a senior government officer, related to His Highness, who is also a Legislative Councillor. He has been attending a meeting of the newly formed Legislative Council—the first organization set up under the new constitution which, in September 1959, gave the country freedom to run its own internal affairs, a considerable advance along the path of eventual complete independence from the protecting shield of the British who are still responsible for the tiny state's external affairs and defense. The Councillor has been over 30 years in government service and was present at the historic occasion, in 1929, when the first oilwell was drilled near Seria—the first oil of a cumulative total of some 500 million barrels so far recovered in Brunei.

'It was a great day,' he tells us, 'but I was only young then, and I don't think I had any idea how that well was likely to affect my country.'

He is talking about some of these developments when we arrive at Brunei Shell Petroleum Company's own airfield near the table-flat Seria oilfield. Here we see, near the hangars, part of Brunei Shell's fleet of aircraft, Percival Princes and chartered S.55 helicopters. The very presence of such aircraft, used to reach drilling sites and carry irregular traffic connected with the operations of the oilfield, reveals the size of this enterprise which gives employment to nearly 4,000 people, and currently produces about 5½ million tons of oil a year.

The Shell community comprises about a sixth of Brunei's population of 75,000 and as we fly over Seria we can see most of three thousand modern houses built for employees in the hectic rehabilitation years after the war; vast materials yards where the company, using the most exacting and economic storekeeping methods, nevertheless has to keep a minimum of £2 million worth of stores ready for immediate use. There are workshops, clubs, educational establishments and, the most dominant feature of all, giant flares burning off waste gases. Surprisingly to some perhaps, there is very little evidence to be seen of the oilwells on land. Offshore however, there are several marine platforms, a stark derrick rising at one end, the flat table for helicopter landings at the other. These are within a mile or two of the shore; some are linked to the coast by aerial ropeways. Further out to sea is a £1,000,000 mobile drilling barge on charter; except for a portion of its legs standing above the decks it seems little different from the fixed platforms.

Continuing south-west from the Commonwealth's largest, single, producing oilfield, we cross the border, to enter Sarawak near the Baram River mouth, and almost immediately land at Lutong, Sarawak Shell Oilfields' headquarters. The Miri oilfield (Miri is the small town nearby) was discovered at the beginning of the century and has been producing oil for 5 years, though its present output is small. The wells here are mostly on a range of hills and many are surmounted by small production derricks which give the oilfield a more conventional appearance. As we take off again we can see two tankers moored at the loading buoys— they are possibly going on to
Japan where much of the Borneo oil is sold.

The journey to the small coastal town of Bintulu is enlivened by two Chinese merchants who own shops in both Miri and Bintulu. As in many other parts of south-east Asia, Borneo retailing is very largely in the hands of Chinese and our companions are typical of their thrifty, adaptable and industrious race.

Bintulu airfield has recently been lengthened to make it an all-weather strip; near it Shell have built a small hangar in which to house and maintain helicopters. This will be a temporary shore base for those engaged in exploration work some miles offshore with the mobile drilling barge. (Exploration for more oil in Borneo is now done mainly along the continental shelf—so far with little success.) We take off again with a full load of passengers, all Chinese, and, curiously, all carrying baskets of fruit. Immediately below is an American-run chicle factory, where jelutong is processed before being exported for the manufacture of chewing-gum.

The Melanaus, the original inhabitants of the coast around Bintulu, but nowadays much infused with Malay blood, religion and culture, are very much in evidence at Mukah over which we soon pass. The settlement straggles up the swampy river banks, the houses are built on stilts just over the water and the staple crop is sago; we see miles of it growing along the brackish, almost black, river but here and there, on drained land, there is also rubber.

An hour out of Bintulu we reach Sibu, the second largest town of Sarawak, lying some eighty miles from the mouth of the great Rejang River. In the waiting room we buy a drink and admire picture postcards of glamorous Dayak girls; in the hallway ornamental tropical fish are lazing in glass tanks. The pilot, Captain P. J. Caroline, goes into conference with the airport staff, checks bookings for the coming days, signs receipts for mail, freight and fuel. We get a chance to talk to him. He is new to Borneo Airways but has flown for many years with Malayan Airways. He is a bachelor, likes his new assignment, tells us about the new houses his company has just completed in Labuan, and seems to have only one complaint; he can't get his supercharged sports car out of middle gear on Labuan's few short roads.

The Rejang is the great river highway of the Sea Dayak country; along it, and its tributaries, live nearly 200,000 of these fascinating native people of Sarawak. They live in longhouses (a whole village under one roof) and their centuries-old way of life still prevails in many ways: they still are heavily tattooed, affect a pony-tail hair style, consider old Ming jars and Sung plate as their most treasured heirlooms, and resist education on the delightfully tender grounds that their children just don't like going to school. Their traditional way of life revolves around the cultivation of hill padi but today they also grow a certain amount of rubber. The Sea Dayaks are a brave, extremely generous, good humoured people who are playing an increasing part in the affairs of Sarawak. Not many however are to be seen in Sibu which like most Borneo towns is predominantly Chinese. Here are the godowns (warehouses) where the merchants store the timber, ilipe nuts, rubber, rotan and other jungle produce of this central part of the colony for transhipment to Kuching, the capital, and thence overseas.

Before reaching Kuching, there is yet one more stop, at Simanggang, the headquarters of the Second Division. This station also lies well up a large river, the Batang Lupar, despite which it is subjected to a tidal bore. Visitors claim that the bore—caused by tidal currents in a bay converging at the estuary—can be heard several minutes before it arrives, whereupon the inhabitants dash down to their boats and hastily drag them a safe distance up the river banks.

Near Kuching we can see several pepper gardens. Black and white pepper, together, are still the second most important agricultural export of Sarawak, but in
recent years production of this crop has declined very considerably and the industry has reached a critical stage.

The airport reception rooms at Kuching are unusually furnished with interesting exhibits from the Sarawak Museum, items calculated to make a call at the museum a 'must' on any visitor's list: birds' nests from which the famous Chinese soup is made, various items of Sarawak native handicraft, colour slides illuminated from behind, ancient pottery.

Unusual also is the fact that the Customs officers, smartly uniformed in pale grey, are women. They are charming—but then we are honest. A small band of Borneo Airways' staff unload the aircraft and we notice a crate containing a slow loris: difficult to find out why but perhaps he's a pet belonging to one of the passengers. Or perhaps he's been consigned to the Curator of the Sarawak Museum, whose personal garden often acts as temporary sanctuary to Bornean animals and birds en route to zoos overseas.

Kuching is an attractive, quiet town wrapped round the bend of a river, south China architecture predominates and, in the middle of an elderly row of traditional Chinese shop-houses, the humble facade of Borneo Airways' principal booking and registered office headquarters is hardly distinguishable from its neighbours. Except for the fact that the front is closed in with glass, it might be a small local merchant's office. Inside, however, a surprise awaits; air-conditioned coolness, the warmth of pretty feminine smiles from travel assistants, ultra-modern furniture and the conventional, attractive, colour posters found in booking offices the world over. The shopkeeper next door on one side sells dried squid and herbs with reputed aphrodisiacal properties; on the other side is a bicycle repairer.

Through this, and Borneo Airways' office at Labuan, go details of the 30,000 passenger bookings made and the 400,000 miles flown each year. Here also are the details of service and other records of the 120 employees of Borneo Airways, of whom seven are pilots.

Transporting passengers and freight along well-established routes is not the only concern of this small domestic airline: established routes don't just happen in 'tiger' country such as Borneo. The expanding economy brings pressure to open up the territories from both government and the people of the interior alike, and Borneo Airways plays an important part in fulfilling this demand.

(To Be Continued)

—Shell Aviation News

The Staff of The Airpost Journal and Editor

Joseph L. Eisendrath, Jr., hope that 1961 will be a year of peace and progress and more good will among men.

We wish to you and your dear ones a happy holiday.

Keep 'em flying!
While there were only two recognized “flying clubs” in Canada in the early days of World War I, — in Toronto and Vancouver, a great many came into being after the war was over. As interest in flying increased, and with returning “war birds” as a nucleus, such clubs sprang up throughout Canada, many of them in the prairie provinces.

The Moose Jaw Flying Club of Moose Jaw, Saskatchewan was neither the earliest nor the largest of these clubs, but as a late comer it joined the earliest of them all, the Aero Club of Canada (Toronto), in acquiring the distinction of being responsible for one of Canada’s most interesting air issues.

Issued ten years after the first of the Aero Club’s issues, the Moose Jaw stamp is today one of the scarcest of Canada’s pioneer and semi-official air issues.

THE FLIGHT

Only one flight was made using these “stickers”. This was on August 17, 1928 in connection with the dedication of the new Stevenson Airport at Winnipeg, Man.

A de Havilland aircraft, took off from the Rosedale Airport at Moose Jaw at noon, and after a stop at Elkhorn, Man., arrived at Winnipeg at about 7:30 p.m. The covers are postmarked at 10:30 a.m. or with a duplex handstamp bearing no time marking.

Relatively few covers were flown. Various authorities differ in the quantities carried, from 140 to 161. A few are reported signed by the pilot. The reason given for the small quantity flown was a delay in getting proper authorization for this mail-carrying flight from authorities in Ottawa. Telegraphic authority was given at the last moment.

The pilot was Capt. Howard W. Ingram, and the air engineer Charles Banting.

THE STAMPS

All covers had to bear the special stamp or “sticker” especially prepared for this flight. They were placed on the back of each cover, with the regular 2c postage on the address side. These stamps represented the charge of $1.00 made for letters carried on the flight.

Not much is known as to the total quantity printed; however, it is generally believed that there were no more than 200. With approximately 150 being used on covers, not more than 50 mint singles could possibly exist, if this total quantity estimate is correct. Even more rare is a complete sheet of five. It is believed that no more than two, or possibly three, such complete sheets are in exist-
The imperforate edges and the horizontal perforations between thus give rise to three recognizable varieties:

**Top stamp**: Perforated at the bottom only.

**Bottom stamp**: Perforated at the top only.

**Three middle stamps**: Perforated at both top and bottom.

This stamp also can be plated, as there are a number of minor plate varieties in each stamp. The main differences occur in the decorative borders at the top and bottom. We refer to these border designs as “railroad ties”, or “railroad tracks”. Since these “tracks” bleed off the sheet, when reference is made to the 8th “tie” from the left,—it may well be the 7th or 9th on another copy, depending on how the sheet was trimmed, etc.

The varieties noted below are the results of comparing a goodly number of copies, and have been further checked with numerous specialists in Canadian Semi-Official airmails. However there is always the possibility of other distinctive features which might better have been chosen.

The positions are numbered #1 - 5, from top to bottom.

**Stamp #1**: Upper tracks. There is a large white space formed by the lower half of the 8th, 9th and 10th ties (counting from left) being broken.

**Stamp #2**: Upper tracks. Counting from left, the 6th thru the 9th ties all show major breaks. Lower tracks. The ties below “MO” breaks. There are a few additional breaks beyond to the right. These make a snake-like pattern.

**Stamp #3**: Upper tracks. Five ties show major breaks above and to the left of the “A” in “AIR”. Lower tracks. The outer rail is broken below the 6th tie and above the 11th tie. Also there is a snake-like pattern of broken ties starting at the left and extending under “MOOS” of “MOOSE”.

**Stamp #4**: Lower tracks. There is a snake-like pattern of breaks in the ties below “AW” of “JAW” and extending past the “FL” of “FLYING”.

DECEMBER, 1960
Stamp #5: Upper tracks. Thickened lower, outer rail above the “A” of “AIR”. This upper track is somewhat shorter than the others, in it and other stamps, and therefore is sometimes short of reaching the left edge of the stamp, failing to bleed off.

So far we have not been able to detect any major varieties in the central lettering. No broken letters, or different settings have been discovered, which is most unusual in a stamp of this type.

Unlike so many other Canadian Semi-Official airmail stamps, the MOOSE JAW stamp is not known imperforate, imperf., between, nor in other colors. No proofs have been reported. Indeed, the issue is relatively free from philatelic influences, and generally has not been fully appreciated by collectors. In line with its rarity, especially in mint condition, the catalogue valuations seem most modest.

REVISED 15c AIR MAIL READY JANUARY 31ST

The current 15-cent international airmail stamp, featuring the Statue of Liberty, will be redesigned to match the 10 and 25-cent denominations, with a vertical gutter between the pictorial portion and the value tablet, to aid in printing on the Giori presses. This redesigned stamp will be placed on first day sale January 13, 1961, at Buffalo, New York.

The redesigned 15-cent airmail stamp was modeled by Victor S. McCloskey, Jr. The vignette was engraved by Arthur W. Dintaman and the outline frame, lettering, numeral and plane by Robert J. Jones.

In accordance with the new policy, outer envelopes or wrappers containing requests for 15-cent international airmail first day covers must be postmarked before midnight five days in advance of the issuance date.

GREAT BRITAIN: NEW AIR LETTERS

On 18 July the General Post Office, without previous notice to the public, issued a new air letter form. On the old form the printed stamp appears at the top right-hand corner with the gummed edge above; on the new form the stamp appears at the right centre with the gummed edge at the foot. The new forms are stated to be of an experimental nature and are thought to be easier to insert into a typewriter, consequently they are more likely to be popular with business houses although usable in the ordinary way. The Post Office invites the public to send criticisms and suggestions on the ease of use of the old forms or the new to Postal Services Dept., Overseas Mail Branch, General Post Office, London, E.C.1. If the new type of form proves popular it may be adopted as standard.
First Israel Balloon Mail

By Jon Boesman

The Hague Balloonclub received the invitation to arrange some balloon ascents in Israel during the Jubilee Exhibition at Tel Aviv. It was rather difficult to transport the historical balloon PH-BOX to Israel, for there was only one plane that was big enough to fly the old Dutch gasbag over the Mediterranean. On our arrival in Israel we learned how difficult it was to find the 21,000 cu. feet of hydrogen which was needed for the inflation of the balloon. A tank car brought it all the way from Haifa to Tel Aviv. A special pipeline was constructed, but at the arrival of the gas, we learned the pipe was about 20% too short. So the car had to return again to Haifa, to load and to return.

At last the tank car returned but the heavy trailer crashed with the pipeline, which took some time to repair. I asked my Arabian assistant to fetch a tin of rubber solution. The Arab hurried away and returned with a tin of blue paint. He was thinking that I needed blue paint, which is very good against the devil and he assured our crew that we could be sure that with blue paint on the balloon we would be safe against the devil, who would stay far away from the blue balloon.

But with or without blue painting, the flights over Tel Aviv were made. The first flight on September 8th was especially interesting, because of the difficulties with the gas transport, the balloon being ready to fly at 10 o'clock in the evening. In the dark sky the balloon went up with pilot Nini Boesman and a passenger, the Lord Mayor of Tel Aviv. There was also a “postman” on board who dropped the special balloon mail down over the exhibition. Indeed, it is not very usual that letters are dropped, with stamps and a special postmark on them, but they came down as leaflets and everyone who could find an undressed cover could keep it. It was a real battlefield in that nice September night in Israel, but even the police had to help keep the people outside the balloon ground, so keen they were to get this free air mail item.

Each day that the balloon was over Tel Aviv another special cachet was used, but I have only seen the following letters: special covers showing balloon over the Tel Aviv Jubilee Exhibition (in four different colors). As far as I am informed there was an illustrated cachet reading “Israel Discount Bank/First Balloon Flight” on 3 kg balloon mail with the official balloon-postmark. On September 9th a cachet FIRST AIR BALLOON was used, on September 10th BY FREE BALLOON IN THE LEVANT, and on September 12th an illustrated cachet with camel and Hebrew words. This last post was flown by myself. Never before had there been a balloon in the Israel skies and the visitors coming from Jerusalem, Haifa, Nazareth and other towns were enthusiastic about the “globular airship” and some of them said to me: “It looks just the same as the Zeppelin, when the airship visited in 1929 Jerusalem, very impressive and quite different.”

(Editor’s Note: If collectors wish to obtain the set of 4 Israel balloon covers, they can contact The Hague Balloonclub who can supply 30 sets of 4 for $4. Address Laan Van Meerdervoort 747, The Hague, Holland.)

FOREIGN USED AIRMAIL

LISTS

NO FREE LISTS

LIMITED PRINTING

GEORGE HERZOG, INC.

P. O. Box 55

South Station

Yonkers, N. Y.
ARGENTINE: Effimayo charity set (#105-108)
BELGIUM: Parachute set of six values (#56-61), Airlift set in aid of Congo Refugees (#62-64)
BOLIVIA: A special set honors famous violinist Jaime Laredo (#245-250)
BRAZIL: The 500th Anniversary of Henry the Navigator of Portugal is marked by Single low value (#141)
CHILE: 150th Anniversary of the First National Government is marked (#280)
COSTA RICA: Brightly colored set commemorates the Pan-American Conference in San Jose (#321-325), Souvenir sheet with flags of all participating nations completes set (#326)
ECUADOR: Inauguration of Juntas and Ambato Bridges (#442-3), Additional set in the Coat of Arms series for the cantons of Colapaxi Province (#444-447)
HAITI: Rome Olympic Games set (#230-232), Scarce small imperforate sheet completes the set (#233)
LEBANON: Mother’s Day is marked with new set (#418-421)
NICARAGUA: #477, #505, and #451 have been overprinted to commemorate the 10th Anniversary of San Jose (Costa Rica) Philatelic Society (#585-587)
PERU: World Refugee Year set of two (#160-161), A very scarce souvenir sheet (#162, Type of #155 now printed by De La Rue (#163)
URUGUAY: High values in bright colors of the Winged Victory type (#224-227)
BOOK REVIEW —

United States Stamps, U. S. Possessions, and British North America.


This 1961 Edition will serve collectors everywhere as an accurate barometer of the current market. Prices seem to be going up.

It lists virtually all U. S. issues - postage, airmails, special delivery, revenue, telegraph, envelope, postal card, etc. United Nations issues and U. S. revenue stamp designs are fully illustrated. Also included is a special section of “Americana” - foreign issues honoring the United States. In addition are listings for all U. S. Possessions, Confederate States, Canada, Newfoundland and the Provinces of British Columbia, New Brunswick, Nova Scotia and Prince Edward Island.

Specialties such as mint sheets, first day covers and plate blocks are featured, as well as a U. S. Stamp Identifier. This informative section distinguishes quickly and easily between rare stamps and the common “look-alike” varieties.

U. S. ISSUES

Wide-spread activity continues to focus attention upon the earlier issues, but with expanding interest extending nearly all along the line to issues of 1935.

A strong market is distinctly evident also for commemoratives and airmails. It should be noted, however, that while there have been numerous price changes, these have been for the most part moderate in nature.

An excellent illustration of the continuing demand for airmail issues is the widely popular 1930 Zeppelin series. The unused 65c-$2.60 stamps (#C13-15) were $135.00, but now command $152.50, while the used varieties have advanced from $99.50 to $117.50.

U. S. POSSESSIONS

Limited activity - which may prove quite temporary - is reported among the majority of the areas in this category, notably Hawaii, Guam and the Philippines. The Canal Zone, on the contrary, does show a fair percentage of market interest, especially among commemoratives and airmails; and to somewhat lesser extent in official stamps. Price changes here include the unused 1951 21c light blue (#C24), formerly 40c, now listed at 60c.

UNITED NATIONS

Important decreases are reported among United Nations issues, especially early commemoratives, which no doubt reflects the liquidation of speculative holdings. Noteworthy examples include two unused Human Rights issues, the 1953 (#13, 14) which has dropped from $1.90 a year ago to its present value, $1.65; and the 1954 (#29, 30) which has declined sharply from $9.85 to $7.95.

SUMMARY: A handy, practical book. We suggest you order your copy at 35c from the Harris Catalog Department.

RICHARDSON, NAVY AVIATION PIONEER, DIES

A recent Associated Press dispatch from Washington says that Capt. Holden Chester Richardson, 81, one of naval aviation's pioneers, died on September 2nd in Bethesda naval hospital.

A native of Shamokin, Pa., and a 1901 graduate of the naval academy, Richardson designed the hulls and supervised the construction of the large flying boats which were built for the first west to east trans-Atlantic flight in 1919.

He was aboard one of the planes, the NC3, which was forced down in the vicinity of the Azores. The craft was too badly damaged to continue the voyage to Portugal. One of three planes in the flight, the NC4, completed the voyage and landed in Plymouth, England, on May 31. The third plane, the NC1, was forced down.

DECEMBER, 1960
Too Many Stamps?

Over the past few weeks in the philatelic press and now in the regular press, we have observed many comments on the outpouring of postage stamps by the Post Office Department. Most of the philatelists and stamp collectors decry this year’s abundance of 40-odd stamps plus changes in postal stationery. Most people feel a dozen new ones a year would be enough. Most complain bitterly of poor designs, of the refusal to recognize the centennial of General John J. Pershing, while turning their noses up at the obvious political propaganda of the Taft, Dulles and George stamps. Then some ask why so many “unnecessary” stamps on obscure public subjects, why the Stamp Advisory Committee seems to be by-passed - why this, that or whatever?

On the other hand, a minority - a very small minority - loves to have all these new issues, and welcomes more and more of them.

And how do we feel about it? We collect U. S. stamps - a single used and one unused (hinged to fit into an album and thus not "mint" as some prefer to call an untouched, unhinged, unused stamp). Then we started to collect the block of four a long time ago and are too stubborn to give that up. These have to be used and unused, too - and if we can get a plate number block of 4 (only one - we collect stamps, not numbers) used and unused, then add a first day cover - we have the ball of wax.

But look at the cost. From the above a single 4c block of four creates 36c. The first day cover is about 25c. The used blocks come on our mail - usually. That’s 61c, and forty 4c stamps (some are other denominations) make $24.40 to spend just on new U. S. issues this year.

Quite frankly, we’re getting sick of such frequent trips to the branch post-office to buy these before their small supply is sold out. At this writing it’s four new stamps in about ten days. And to get the plate number block we’re required to buy a sheet, which is all right, as we use the rest of the stamps on our mail.

We’ve noticed in the auction catalogues that material offered in the United States section usually ends about 1935 in point of time with very little later lots. In other words, the volume of stamps per issue since then is so huge that practically all the issues in the past twenty-five years are a drug on the market. Mint sheet accumulators learned this the hard way. Expecting to sell at a premium, they are shocked to learn that it’s difficult to dispose of them even at a substantial discount. Who wants 3c stamps today?

L. Rohe Walter told us at our Arlington Convention this summer of the propaganda value of stamps, especially on those to go abroad. We feel that a good public relations program for this purpose is useful and commendable. But why go overboard for the Boy Scouts (and we’re so-called “big brass” in that organization) - or the Girl Scouts, or The Wheels of Freedom, or a mechanized postoffice, or Ghandi, Paderewski, Kossuth and other individuals or events which barely touch our everyday life? Friendship with Japan( our mortal enemy only 15 years ago) and with Mexico (whose army we fought 45 years ago), or Canada, our real good neighbor with whom we haven’t “fought” since our days of “fifty-four forty or fight” - all these stamps can do good for us. But the rest? You answer that one.

A postage stamp is a tax paid to perform a service, and we get marvelous service for so little cost. Most of postage today is paid by metering, that being used on over half of the first-class mail. Engraving plates for stamps wear out, but we imagine that if fewer stamps were issued, they’d get considerably more mileage.
by producing larger amounts of fewer issues.

The income from philatelic sales (where stamps are bought for albums and never will perform any service) is over two million dollars yearly and the cost of these engraving plates therefore, is negligible in that over-all picture. But our $24.40 is gone and our album is filled up a bit more, and we praise some of the colorful new issues, and damn the others with faint praise.

Let’s face it. There won’t be a revolt by stamp collectors and the Postoffice Department will go its merry way, no matter how organized our “less stamps” campaign becomes. The Postmaster General’s office is a political plum, and no matter what party he may belong to, the civil service employees of the Department follow out his directives and, therefore, we’re going to get stamps whether we like it or not. And what we get, 400 to 1, is not the stamp we’d like to have. (Four hundred ideas are proposed to one accepted on the subject of new issues.)

So let’s not complain too bitterly on the grist mill of new issues. A couple of years ago we didn’t have enough - next year maybe the pendulum will swing the other way, and we’ll still put ’em in our albums.

A little postscript - the 7c fire red air mail stamp was issued in August, as supplies of the airmail blue stamp were supposed to be exhausted by early September. Ninety days have passed and only two have come in on our mail, and both from the same collector, although postmasters were instructed to have them available for collectors. Our branch post office still has the old tri-motored plane blue air stamped and revalued envelopes for sale. These were put on sale over two years ago and two new envelopes were issued since then!

—Joseph L. Eisendrath, Jr.

### U. S. ROCKETPOST COVERS

A lucky purchase enables us to offer these elusive covers; some have not been offered for years; of the original numbers carried very few exist today. Compared with items of equal rarity the prices are low, and immediate ordering is advisable.

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Stamp Details</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1932</td>
<td>Struthers, O. w. 35c Miniature Airways Stamp</td>
<td>P.O.R.</td>
<td></td>
</tr>
<tr>
<td>1935</td>
<td>Cleveland Rocket Soc.; test firing</td>
<td>$75.00</td>
<td></td>
</tr>
<tr>
<td>1935</td>
<td>Holmes Airport w. red stamp, crash cachet</td>
<td>$110.00</td>
<td></td>
</tr>
<tr>
<td>1936</td>
<td>Newark Meadows w. rocket stamp</td>
<td>$85.00</td>
<td></td>
</tr>
<tr>
<td>1936</td>
<td>Greenwood Lake cover signed W. Ley</td>
<td>$7.00</td>
<td></td>
</tr>
<tr>
<td>1938</td>
<td>U.S. - Mexico w. rocket stamp</td>
<td>$16.00</td>
<td></td>
</tr>
<tr>
<td>1947</td>
<td>V-2 Las Cruces, first outer space mail</td>
<td>P.O.R.</td>
<td></td>
</tr>
<tr>
<td>1948</td>
<td>California RRS, Centenary, w. imperf. stamp</td>
<td>$40.00</td>
<td></td>
</tr>
<tr>
<td>1948</td>
<td>Trona Cal. w. blue rocket stamp</td>
<td>$12.00</td>
<td></td>
</tr>
<tr>
<td>1950</td>
<td>RRI Trona Cal., Wright Bros. firing</td>
<td>P.O.R.</td>
<td></td>
</tr>
<tr>
<td>1957</td>
<td>Topaz IGY RRI</td>
<td>$8.50</td>
<td></td>
</tr>
<tr>
<td>1958</td>
<td>RRI, IGC, Nipton, Cal.</td>
<td>$7.50</td>
<td></td>
</tr>
<tr>
<td>1959</td>
<td>Regulus/USS Barbere</td>
<td>$325.00</td>
<td></td>
</tr>
<tr>
<td>1959</td>
<td>RRS Mojave, Cal. w. rocket stamp</td>
<td>$15.00</td>
<td></td>
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<tr>
<td>1960</td>
<td>RRI Olympic firing, Olympia I or II</td>
<td>$4.00</td>
<td></td>
</tr>
<tr>
<td>1960</td>
<td>RRI Pony Express Rocket</td>
<td>P.O.R.</td>
<td></td>
</tr>
<tr>
<td>1960</td>
<td>Second Soar firing “Salmon”</td>
<td>$2.50</td>
<td></td>
</tr>
<tr>
<td>1960</td>
<td>Soar Rocket “Lobster”</td>
<td>$2.50</td>
<td></td>
</tr>
</tbody>
</table>

Large stock of foreign rocket mail also available, including new issues. Pl. send want lists. Greatest stock of rare airposts: from Balloon to Rockets.

BELHAM EXCHANGE, Box 119, Ridgewood 27, N. Y.
FUNCTION OF THE CROWN AGENTS

An immediate outcome of the establishment of the Crown Agents' Stamp Bureau for official world-wide distribution of stamps normally handled by the Crown Agents is a publicity campaign to stimulate interest in the new stamps of Trinidad & Tobago and Kenya, Uganda & Tanganyika.

The purpose behind the establishment of the Stamp Bureau has become evident. This new publicity move confirms the thought, that the Crown Agents are intending to compete with the privately-established philatelic agencies of New York. This they are doing by straight press advertising and the issue of attractively-printed brochures illustrating new issues of stamps and giving a lot of useful background information on their designs.

It should not be forgotten that the Crown Agents are not a government department but an independent quasi-Civil Service organization which accepts trading commissions of any kind. The Crown Agent acts under Colonial Office instructions so far as British colonial stamps are concerned, but is just as happy to arrange for the export of motor cars to Tibet if the opportunity occurs. It is this freedom of operation which will make it possible for the Stamp Bureau to accept the issues of any independent countries who care to use their services. Ceylon, for instance, continues to supply the stamp trade in this country through the Agency of the Stamp Bureau and there is no reason why countries who have either acquired freedom from colonial rule (such as Cyprus) or are about to do so (such as Kenya) should not continue to use the Crown Agents as their distributing channel for stamps. Indeed, we suspect that it would pay them to do so rather than to appoint a private commercial concern to act for them. Now that the Stamp Bureau is prepared to deal direct with dealers all over the world instead of, as hitherto, just in Great Britain and North America, any country seeking an economical and powerful system of distribution and publicity has only to turn to London for help.

The semi-official status of the new Stamp Bureau places it in a strong position as compared with a privately-owned agency and there is less temptation on the part of the Crown Agents to advise their principals to issue frequent, and expensive, sets of stamps. Indeed, the Crown Agents do not initiate policy; they execute decisions made by their principals but are willing to advise. A private agency must, basically, be interested in the profit it can obtain from the sale of stamps and is more likely to encourage frequent issues.

SAW FLIGHT IN 1903, SAY AUSTRALIAN MEN

Two Milton, Australia residents say they saw Mr. Richmond Pearse make experimental flights in a homemade aircraft from a farm in the district early in 1903.

Mr. A. Hood, a Milton shopkeeper, says he saw Mr. Pearse fly his aircraft off the Pearse farm at Loudens Valley, four miles from Milton.

Mr. Hood recalled the incident after reading reports of the research into early flying in New Zealand being carried out by Mr. G. B. Bolt, chief engineer of TEAL. Mr. Bolt has evidence that Mr. Pearse flew on his farm in 1903.

Mr. Hood watched the flights in company with his brother, Mr. H. Hood, of Milton, and Mr. K. Salmond.

"The home-made aircraft just rose off the ground two or three times before it dropped back to earth," he said. The date of the flight was before June 1903, according to Mr. Hood.

His reason for being so certain was that his parents left the farm adjacent to the Pearse property at that time and it was before their departure that the flights were made.

THE AIRPOST JOURNAL
First Avianca Jet Covers

A recent release by Avianca, Inc. tells how to obtain covers on their recent first jet flight, and we quote:

"Since we realized that there was very short notice given to collectors to obtain covers on this first jet air mail flight, we prepared a limited number of covers for resale after the flight. Because there are very few covers we will first offer them in complete sets. The following covers are included in the complete sets which all bear special cachets prepared by artists George Cyrus Adams for AVIANCA:

One Way United States Post Office New York to Bogota.
One Way United States Post Office Miami to Bogota.
One Way Bogota, Colombia to New York, New York.
One Bogota, Colombia to Miami, Florida.

"The round trip covers bear the U. S. ten cent air mail stamp in the upper right hand corner and the Colombian 60 centavos air mail stamp in the lower left corner. Both are cancelled with the date of October 16, 1960. These six covers are available in sets of $6.00 per set. Checks and money orders should be made payable to AVIANCA.

"While in Bogota supervising the handling of the round trip covers we were also able to prepare a limited number of covers, using the official AVIANCA pre-imprinted envelope, showing the route of the flights from Bogota to New York and Bogota to Miami. These two covers are also available in sets for $1.00 for the two covers.

"All orders should be sent to the Philatelic Department, AVIANCA, INC., 6 W. 49th St., New York, N. Y. with your remittance and a self addressed envelope large enough to allow for return of the covers to you. We will pay the return postage.

AVIANCA, INC.
Philatelic Department"
Regardless of your philatelic interests, it will always pay you to keep in touch with Elmer R. Long, member of the A.A.M.S. for more than thirty years, and keenly interested in all fields of philately (especially aerophilately) during that time.

For more than twenty-five years, a Monthly Mail Auction Sale has been held in Harrisburg where countless thousands of fine stamps and covers have been dispersed to collectors and dealers in all parts of the world. Do you receive these catalogs regularly? If not, drop a line today and ask to be placed on the list.

For those who desire a price list of books, albums, catalogs as well as U.S. stamps, Christmas Seals and philatelic supplies, attention is directed to the current 43rd edition "Collectors Handbook". This 1960 pocket-sized booklet is yours free on request.

And, lastly, when the time comes that your collection is for sale, serious thought should be given to placing it with Long for handling in one of these varied monthly Auctions. Your correspondence is invited.

When buying or selling anything philatelic, remember:

"The Department Store of Philately"
c. Further airpost flights in the Northwest of Switzerland in the Spring 1913

After the first successful airpost events of the National Aviation Fund which were based on the military training fields as aviation points in two large cities, Basle and Berne, the National Committees went to work all over the country. The organization of these aviation days and of the airmail events was limited by the very small number of airplanes and aviators, and especially the available suitable airfields.

Since it was easier to find fields in the part of the country where there was a flatter and wider country side and the mountains were not so high, the airpost flights in the spring of 1913 took place mostly in the northwest part of the country.

It might be surprising to observe that other larger cities, such as Zurich and Luzern, did not appear in the list of the early pioneer airpost events. But Luzern was more suitable situated for the airships of the period than for the pioneer airplanes of 1913. As an airship base is served very successfully for regular passenger flights of a French-built and of a German-built airship (Ville de Lucerne and Parseval VI) in 1910 - 1912. But as an airplane base it had no part in the 1913 airpost events.

Zurich and its airport, Dubendord, developed very slowly. Today it's one of the great international airports of Europe.

Thus it was that the first airpost of Basle and the second and third airpost flights from and to Berne were followed by a number of airpost flights from smaller cities:

1913, March 31 Airpost from Herisau
April 6 Airpost from Aarau
April 27 Airpost from Liestal
May 4 Airpost from Langnau E.

A planned Airpost flight from Olten on May 5, 1913 did not take place.

In all these cases the procedure was the same. A local committee of the National Aviation Collection made the preliminary plans, selected the landing field, contacted the available aviators and postal authorities and began preparations for the special airpost stamp. The special airpost cancellation was to be provided from the Berne Postal Authorities, and a special airpost office at the landing field was to be approved and to be established.

One of the greatest difficulties evidently arose from the fact that the local groups underestimated the requirements for a safe and successful airfield. In large cities the training fields of the military groups were made available. In other places some flat piece of pasture was selected without much expert assistance from the aviators. That is why in quite a few cases expected pilots were not able to come or refused to come, or crashed in flight attempts.

THE VARIOUS AIRPOST FLIGHTS OF THIS PERIOD

1. March 31, 1913 The AIRPOST OF HERISAU:

Herisau is situated in the foothills south of the Lake of Constance in the eastern part of Switzerland with St. Gallen, as the nearest larger city. Originally the Herisau airport flight was scheduled to follow an air meeting at St. Gallen scheduled
there for Easter Monday, March 23, with such well known aviators as Taddeoli, Favre and Maffei billed to participate. The weather was very bad and when pilot Zuest attempted to start in spite of such bad weather condition, he crashed. His passenger Brunschwiler remained unconscious for three days.

The next day, March 24, a huge throng was on hand in Herisau and the aviators Zuest, Favre and Taddeoli were available. But a strong gale made the planned flights impossible, especially in view of the inadequate flying field. The airpost flight was postponed until March 31, 1913.

On that day Favre and Taddeoli were available to fly the airpost. Favre had planned to start from St. Gallen and make an overland flight to Geneva. However, he was forced to make an emergency landing at Niederglatt. His plane later had to be transported to Dubendorf by land. That is why the Swiss Airpost Catalogue lists the Herisau airpost as flown from Herisap to Niederglatt.

For this event a special 50 cts airpost stamp was issued, showing a monoplane over the St. Gallen mountains and inscribed “Swiss National Aviation Fund - Herisau Aviation Day 1913 - 50 cts. II. Swiss Airpost. 50 cts.”. The stamp in bright blue on white paper was printed by a local shop in sheets of 5 x 7 stamps. It was perforated 12. From a total issue of 10,000 stamps, about 5000 were sold at the time, about 1300 were sold later, and the rest destroyed.

2179 stamps were used on cards for airpost transportation. On these cards the postoffice applied to the airstamp as well as on the regular postal stamp for further delivery a circular special airpost cancellation “II. SWISS AIRPOST - 3.III.13 - HERISAU”.

A special airpost card was issued showing in color a monoplane over the Santis Mountain with the church tower of Herisau in the foreground, with a descriptive text. The number of these cards is not known, but there was a considerable number of mint cards left over.

It was this card which our late honorary member, Dr. R. Paganini used 25 years later to commemorate the 25th Anniversary of this airpost as well as of his Airpost Archives. We have noted the Herisau card with an imprint on the address-side “1913 - 1938 - 25th Anniversary - Paganini's Airpost Records - Souvenir with my compliments”. This card showed the mint Herisau airstamp and a contemporary airpost stamp with a 1938 cancellation of the Zurich Airport.
The airmail (as well as the postal airpost cancellation) refers to the Herisau airpost as the second Swiss airpost, because it had initially been scheduled for March 24, which would have been before the Berne-Burgdorf and Burgdorf-Berne flights, which took place on March 30, 1913. As it actually developed, the Herisau postflight was the fourth Swiss airpost flight with a special airpost stamp.

2. April 6, 1913. THE AIRPOST OF AARAU

Aarau is situated in north Switzerland, east of Basle, northwest of Zurich and not far south of the Rhine river. For this airpost event the Basle airpost flyer O. Bider had again been selected. During the aviation day he made three different flights of eight, eleven and twelve minutes, and crossed several times over the city.

On 4:48 p.m. “in the glamor of the evening sun” he started again, carrying the Aarau airmail twenty miles to the city of Olten. At 5:30 he returned at an altitude of about 1000 meters, circled over the airfield and landed at 5:34. At 6 p.m. he started with a second sack of airmail for Lenzburg, which is about 15 miles from Aarau. After a successful landing there he delivered the airpost and again returned to the Aarau airfield, where “he had all he could do to withstand the enthusiasm of the crowds that gathered about him to get a glimpse of a brave pilot” (according to a news-report of a Bern newspaper, the “Bund”).

In spite of these evidently two different flights, one to Olten and the other to Lenzburg, it is not possible to identify which of the 4400 flown cards was delivered to the one city or the other.

For these events a 50 cts airpost stamp was issued (perf. 12) showing Bider’s plane over the city of Aarau, of the issue of 10,000 stamps, 4,400 were used on flown cards. The stamp is printed in dark-blue, yellow and brown color. This brown exists in some color variations. It is inscribed “SWISS AIRPOST, START AARAU”. Where this inscription reads “STADT AARAU” (city of Aarau), it concerns an essay, which has been reported to exist on some flown cards.

The special official card of the Aarau airpost event exists with different designs on the picture side. On flown cards the airmail as well as the regular postage stamp for the ultimate delivery are both cancelled with a special circular postal cancellation: “SWISS AIRPOST - 6.IV.13 - START AARAU”, which was impressed either with a metal (brass) cut (in black or blue) or - more scare - with a rubber cut, which also exists in two colors, blue and violet.
3. April 27, 1913 THE AIRPOST OF LIESTAL

Liestal is not far from Basil, to the southeast of the city. The reason why so many of these earliest Swiss airpost events took place in this area, is that there are no high mountains in this part of the country and the hills there have generally gentle slopes, which made flying less hazardous, in these pioneer days. Again O. Bider was available for the Liestal airpost event, as an additional attraction. The fact that from an issue of 5000 airstamps as many as 3800 were used on flown cards, indicates that the local public participated on this occasion.

This airstamp (perf. 12) was printed by a local concern in sheets of 2 x 3 stamps and in brown and yellow color. The brown color existed in two shades as brown or as pale brown.

It was surprising that this airstamp did not have an imprinted 50 cts value as in the preceding stamp. It showed a monoplane with the Swiss Cross over the crowd at the airfield flying to a towering hill with the inscription “Aviation Day in Liestal”. The same design in larger size represented the picture on the official card of the event.

During the day Bider made a number of demonstration flights, some of them with a young officer as a passenger. Finally, at 4:30 p.m. he took the airpost, with 3800 cards, and carried it to Rheinfelden, about 2 miles from Liestal. Everything went so well according to plans, that the newspapers the next morning had little to report about this Liestal event.

4. May 4, 1913 THE AIRPOST OF LANGNAU

Langnau is situated in the dairy land east of the Capital Berne. That is why this airpost event found special attention in the Berne papers, which announced in advance, that special 50 cts airstamps would be issued, and that everybody could send an air message to any destination. Letters or cards could be ordered from “Airpost Langnau” at the rate of 75 centimes for domestic and 80 cents for foreign letters. They would receive the airstamp and the postal air cancellation on the despatch at the aviation day with all proceeds going to the military aviation fund.

In spite of this announcement in the capital only 1800 items were despatched.

The weather was very bad again that day and “only the extraordinary skill of Bider, the famous Pyrenees flyer, made it possible for several flights to be made in spite of heavy storms and rain”.

For this event Bider arrived from Berne by air with Mr. Luethi as a passenger flying at an altitude of 1250 meters. After his local flights, he took the airpost aboard and left Langnau at 6 p.m., returning to the Berne military training field at 6:45 where immediately postal officials undertook the redespatch of the airpost. 4032 airstamps were printed, showing the monoplane in the air and inscribed “SWISS NATIONAL AVIATION FUND - 50 cts - LANGNAU - 50 cts - AIRPOST”. This stamp - perforated 12 - is printed in violet on pale lemon paper and again the violet color exists in different shades. 2050 of the stamps were sold on the aviation day, and from these 1800 were used on the mail. 282 stamps were destroyed and the remaining 1700 still are held in the archives of the local Rifle Club and are not to be sold. The stamps were printed in sheets of 6 x 6 stamps.

For the cancellation of the airstamps as well as for that of the postal stamps for the final delivery the postoffice used a larger size (1-3/16” dia) cancellation “FIRST AIRPOST - 4.V.13 - LANGNAU I.E. - BERN”.

The special card of this event was prepared by overprinting an official card of the Aviation Fund - showing Bider in front of his plane - in red with the words “FLUGTAG LANGNAU i.E.”

DECEMBER, 1960 PAGE 77
5. THE ESSAY FOR AN AIRSTAMP AT OLTMEN

Originally it had been planned to arrange for an airpost event at Olten about the same day as the Langnau event. An airpost had been scheduled at Olten in connection with an aviation meeting on May 4 and May 5, 1913 and an airpost cancellation had already been prepared by the postal authorities. The aviator never arrived, since the young pilot, Ernst Rech, who was supposed to make the flight, crashed at the start from Dubendorf and died a few hours later.

American Catalogues sometimes list a special Olten Airstamp under the dateline of May 5, 1913. But this stamp had not been printed at that time. There were certain hopes later in the year, that the aviator Borrer might be willing to make flights from Olten on August 31, 1913. And at that time a design of an "Olten Airstamp" was made. An essay was printed by a local printer in one sheet and was divided later into 12 single copies and three blocks of four. With a few more proofs there was a total of 32 of these essays reported, as well as a few proofs in different colors. However, the pilot had never agreed to come to Olten and undertook other flights at Grenchen that day instead. The essays never progressed to an actual printing of stamps and the airpost meeting never took place. That is why this Olten airstamp should be listed as an essay or a proof for an airstamp, which never actually has been issued. It should not be listed under the dateline of May 5, but under that of August 31, 1913.

Scott's 1961 Volume I Catalogue Reflects Increasing Prices


The book carries 16,738 price changes, of which 1,362 are for U.S. and 537 for Canada. This represents an increase of 573 price changes over last year.

All U.S. inverts have been raised, with the 24c airmail invert jumping from $6,000 to $7,000. The Zeppelins are up, too.

NEWFOUNDLAND: Imperf. pairs have been added for #C15-C17.
MEXICO: The printing anniversary 20c airmail has been listed unwatermarked at #C97a, priced at $15.
NICARAGUA: Fifty miniature and souvenir sheets have been listed and priced for the first time, some being priced as sets. For example, the 13 souvenir sheets of the 1949 Baseball series for ordinary postage are priced at $35, and the corresponding 13 sheets of the airmail part of this issue at $75.
URUGUAY: An airmail variety of 1921, the black overprint instead of blue, is new listed as #Cl2a, priced at $200.

A year's accumulation of new stamp issues - 900 - has been added to Vol. I. The book fills 974 pages, or 27 more than the 1960 edition. The price of Vol. I is $6. at your dealer or bookstore.

THANKS TO—

Howard A. Brooks for jet covers on Avianca trip between New York and Bogota.
Boys Club of America for first day covers.
James Langabeer for RNZAF emergency air drop to Campbell Island cover.
EUROPA-FERGEN (Europa Ferry) Varberg, Sweden, for combination Norway, Sweden and Denmark Europa FDC.
Robert Murch - jet covers, first from St. Louis.
Julius Weiss - covers for 15th year conference of International Federation of Air Mail Pilots at Turkey.
Delta Air Lines - cover on last DC3 flight from Knoxville.

THE AIRPOST JOURNAL
The earliest reported legal dispute in the field of aviation arose out of a balloon flight in the City of New York in 1822 by an aeronaut named Guille. Unfortunately, the record is little concerned with technical details but from all indications the flight was something less than completely successful as the aeronaut was subsequently ignominiously haled into court on a suit for damages to the garden of a gentleman named Swan, the damages being the result of the manner landing of the balloon and its pilot.

The ascension apparently occurred near the garden in question; therefore the flight must have been short in both time and distance. It is not clear from the law report just what went wrong but upon descending, Guille’s body was “hanging out of the car of the balloon” so that he found himself in a perilous position and called for help to a person at work in Swan’s field. The balloon descended further and after Guille was taken out, it dragged along over potatoes and radishes for about thirty feet, ultimately being carried to a barn at the far end of the premises. Whether the pursuing crowd of about 200 interested spectators heard the call for help was later disputed; but, whatever the facts, they did break into Swan’s garden through his fences and tramped down his vegetables and flowers. The damages amounted to $90, of which Guille contended before the magistrate that he was answerable only for that done by himself, amounting to $15. The magistrate however, instructed the jury to the contrary and they found a verdict for Swan for the entire amount.

On submission to the State Supreme Court, the Chief Justice in affirming the verdict, reviewed the law bearing on the case and concluded as follows;

“I will not say that ascending in a balloon is an unlawful act, for it is not so; but it is certain that the aeronaut has no control over its motion horizontally. He is at the sport of the winds and is to descend where and how he can. His reaching the earth is a matter of hazard. He did descend on the premises of the plaintiff at a short distance from the place where he ascended. Now if his descent under such circumstances would ordinarily and naturally draw a crowd of people about him either from curiosity or for the purpose of rescuing him from a perilous situation, - all this he ought to have foreseen and must be responsible for. Whether the crowd heard him call for help or not is immaterial. He had put himself into a situation to invite help and they rushed forward impelled perhaps by the double motive of rendering aid and gratifying a curiosity which he had excited. . . . . In the present case he did call for help and may have been heard by the crowd. He is therefore undoubtedly liable for all injury sustained.”

Editor’s note (Mr. Shymko, A.A.M.S. member from Canada, and presently with the Canadian Army, holds a law degree, and is about to begin practice as a barrister. He will present a series of episodes on Aviation Law, which we think will be of interest to readers of the Airpost Journal).

FRANCE PLANS TO SEND MAIL WITH SWOOSH

France will have a postal rocket next year, according to Postal Minister Maurice Boganowski. The “teleguided rocket”, he said, will carry 880 pounds of mail 300 miles. He did not disclose its speed.

Boganowski said the Postal Ministry expects to recover the rocket in perfect condition. It will be slowed up for landing by a parachute.
Postal Rocket Dispatches in Holland During 1959

By Dr. Max Kronstein

The Dutch constructor Dr. A.J. De Bruijn, whose earliest rocket post experiments are known back to June 9, 1936, during 1936 to 1938 conducted 13 known rocket post experiments. After World War II he resumed his experiments on May 7, 1945 and close to 30 Dutch starts are known from 1945 to 1948. In the following ten years very few experiments have been reported, those mostly in Belgium and San Remo. There was at least one experimental flight (Rocket #601) on June 15, 1953 between Mook and Nijmegen (with 24 unaddressed, autographed sheets, with one of the imperforated De Bruijn stamps and a cachet “Raket. post - 15.6.53-proefvlucht”) and another (Rocket #602) on August 13,1954 between Gennep and Groesbeck (with 45 un-addressed sheets, with the blue De Bruijn stamp and the triangular “Bruno” cancellation and the autograph of the constructor). These flights were not connected with a postal re-despatch and covers have no postal stamp or cancellation. Another trial flight (#606-PL-8) has been reported on July 4, 1957 between Mook and Gennep (about 1.6 miles) with 65 thin unaddressed cards. They had the Nederlandse Ruimtevaart vignette of a mail rocket in flight, with cachet “P.L.8 - 4/7 1957” and autograph of Dr. A.J. de Bruijn. Preceding the 1959 postal despatches trial flight #607 between Zwanenburg and Halfweg, a short distance, on January 22, 1959 carried 42 card-size sheets so thin that the post office required their attachment to postal cards before postal re-despatch and cancellation from Halfweg. The same vignette was used with a circular cachet, indicating rocket number 607, the date and the numbering “V”. These cards were autographed. However all these trial flights were not pre-announced despatches.

On March 25, the Dutch group resumed their postal rocket experi-

ments on a larger scale. Several 1959 despatches took place during 1959 as follows:

(a) March 25. Rocket #609
From: Rozendaal
To: Rheden (2.05 miles)
Flown: 300 covers and 150 cards
Cachets: ROCKET N.R.S. FLIGHT (blue)
and Circular: NEDERLANDSE RUIMTEVAART SB - 25.3.1959-609 (red)
Vignette: “Mail Flight by Rocket” in yellow (and other colors)
Block of 4 in 2 tete beche pairs
Postal Cancellation: RHEDEN (Gld) - 25.III.18 (hrs) - 1959

(b) April 1. Rocket #610
From Rozendaal
To: Rheden (2.05 miles)
Flown: 60 covers and 30 cards
Cachet: “ROCKET - N.R.S. FLIGHT” (red)
and Circular: “NEDERLANDSE RUIMTEVAART 610 - APR. 1959” (blue)
Vignette: “NEDERL. RUIMTEVAART 1959” Rocket start rack near 5 houses Block of 4 in 2 tete beche pairs, with the stamps having different colors
Postal Cancellation: RHEDEN (Gld) - 1.IV.15 (hrs) 1959

(c) June 13. Rocket #612
At: Philatelic meeting in Etten-Leur. Scheduled to Rijsbergen, but rocket exploded soon after start. THE ROCKET had been loaded with 780 thin paper items
Cachets: “ROCKET - PH - EL - FLIGHT” (blue)
and Circular: NEDERLANDSE RUIMTEVAART - 612 - 13 JUNI 1959"
Vignette: Overprinted vignette of flights a and b: “PH-el
No Postal Cancellation, because of the explosion of the rocket. The stamps were cancelled with a philatelic cachet only.

(d) August 6. TWO-STEP Rocket #613/613a “GUIDO NAVARA”
From: Dasburg (GERMANY)

THE AIRPOST JOURNAL
To: Hosingen (LUXEMBURG)  
I. STAGE #613 with 100 cards over 3.17 miles  
II. STAGE #613a was lost.  
Cachet: ROCKET - DEUTSCHLAND - LUXEMBURG - FLIGHT"  
and Circular: "NEDERLANDSE RUIMTEVAART - 613 - 6 AUG. 1959"  
Vignette: of flight b overprinted "GUIDO NAVARA"  
Postal Cancellation: LUXEMBURG POSTAGE Cancelled at Hosingen, 06.6.1959

(a) August 18. Rocket #614 - "ROBIN LAMPSON"  
From: Worth Rheden  
To: Dieren (Ellecom) — 4.41 miles  
Flown: 150 Covers  
Cachet: RAKET - N.R.S. VLUCHT"  
and Circular: "NEDERLANDSE RUIMTEVAART - 19 AUG. 1959 - 614"  
Vignette: of flight b overprinted "ROBIN LAMPSON"  
Postal Cancellation: Dieren — 19 VIII - 16 (hrs) - 1959

(f) August 22. Rocket #615 - "CAPTAIN CALLIGAN"  
From: Abcoude  
To: Ouderkerke (N.H.) — 5.22 miles  
Flown: 150 covers  
Cachet: Circular "NEDERLANDSE RUIMTEVAART 22 - AUG. 1959 - 615"  
Vignette: of flight b overprinted "CAPTAIN CALLIGAN"  
Postal Cancellation: Ouderkerk (N. H.) 22 Aug. 16 (hrs) - 1959

(g) August 26. Rocket #616, the "NICCY I."  
From: Zeddam-s’Heerenberg (Holland)  
To: Emmerich, Western Germany (2.42 miles)  
Flown: 250 cards  
Cachet: Nederland - Deutschland Flug  
and Circular: "Nederlands Ruimtevaart - 26 - Aug. 1959 - 616"  
Vignette: of flight b overprinted "NICCY I."  
German Postal Stamp and German Postal Cancellation: Emmerich 2, 26-8-59 - 10 - h"  
On the reverse side a circular zum Besuch - President Eisen- 
 cachet “Raketen sonderflug - 
houwers on 26.8.59 Europa” 
special rocket flight for the visit 
of President Eisenhower in Eur­ 
 ope on 26-8-59).

(h) September 5. THE Rocket "SKUA"  
From: Elsberg  
To: Hangmat Rheden (2.25 miles)  
Flown: 525 covers and 41 Cards  
Cachet: GEVLOGEN MET - POSTRAKET "SKUA" - 5.9.59"  
Vignette: Bloc of 4 blue vignette (perforated and imperf.) with imprinted red missile (exist with the imprint in reverse position). The bloc has a border with imprint "INTERNATIONAL GEO­ 
PHYSIC SCH COOPERATION 1959 - INTERNATIONAL GEO­ 
PHYSI SCH JAAR" - "RAKET- VLUCHT"  
Postal Cancellation: Eden (Gld) 5.IX.1959

(i) September 5. 1959: The TWO STAGE rocket #618 and 618a  
From: Elsberg  
I. STAGE To: De Steeg (2.61 miles)  
II STAGE To: Ellecom (Gld)  
Flown: I STAGE: 200 cards, II STAGE: 100 cards  
Cachet: NEDERLANDSE RUIM­ 
TEVAART 22 - AUG. 1959 - 618"  
Vignette: as b.  
Postal Cancellation: I STAGE: DE­ 
STEEGE, II STAGE: ELLECOM (Gld)

(j) September 10. 1959. Rocket: "A. LINCOLN"  
From: Elsberg  
To: Worth Rheden (1.48 miles)  
Flown: 485 covers and 42 cards  
Cachet: GEVLOGEN MET POST­ 
RAKET- A. LINCOLN - 10.9.59"  
Vignette: (perforated and imper­ 
forated): Rocket over earth, in­ 
scribed: Nederlandse Ruimte­ 
vaart - Tien Jaar Rechten Van 
 de Mens” Issued in Blocs of 4.  
B o r d e r inscribed: "RAKET- 
VLUCHT - TIEN JAAR RECH­ 
TEN VAN DE MENS”  
Postal Cancellation: Rheden (Gld) 10.9.59

(k) September 19: THREE STAGE "STAATS-ROCKET"
From Scheveningen
I STAGE Flown over a 1.25 miles distance, but was lost at sea. II STAGE: to Katwijk (5.6 miles) III STAGE: To Noordwijk (9.32 miles)

Flown: I STAGE: 150 cards, lost at sea, II STAGE: 50 cards, III STAGE 20 cards


Vignette: as b.

Postal Cancellation: I STAGE: LOST AT SEA, II STAGE: Katwijk aan Zee - 19.IX.59, III STAGE: Noordwijk (Duinen . 19. IX.59

(k-2) October 5, 1959. Rocket #621, a two-stage trial rocket flight at Waverveen:

I STAGE: To: Abcouds (3.73 miles) II STAGE: To: Ouderkerk (5.28 miles)

Flown: I Stage: 60 cards (perf, vignette), II Stage: 30 thin sheets (imperf. vignette)

Cachet: “ROCKET - 621-5.OCT. 1959 - FLIGHT” (red) The flown items are handmarked by the experimenter as “1 st.St.” and “2 e St” and autographed

Vignette: The design of the rocket start as used in the subsequent starts 1 and m, but without inscription. Color. Light blue, Perforated and imperforated

Postal Cancellation: I Stage: Abcouds, 5.X.59,11, II Stage: Ouderkerk, 5.X.59.11

(l) October 27, Two stage rocket #623 (Earlier scheduled for Oct. 26)

From: Katwijk aan Zee I Stage to Rynsburg (3.73 miles) II Stage to Leyden (5.80 miles)

Flown: I Stage 200 covers (Perf. vignette) II Stage 200 covers (Imperf. vignette)


Vignette: (perf. or imperf.) in blue Design: rocketstart, inscribed

“Nederlandse Ruimtevaart - 1959 - 623”

Postal Cancellation: I Stage: Rynsburg, 27.10.59, II Stage. Leiden, 27 X 18-1959

(m) November 2. (Earlier scheduled for October 23) Rocket #622 “NEUE VAHR”

From: Rozendaal near Arnhem To: Rheden, Gld. (a few miles)

Flown: 300 covers, about 150 with perf. and 150 with imperf. Vignette

Cachet: RAKET-VLUCHT-voor - 2.11.59 - Neue-Vahr”

Vignette: (Design as for l), but red and inscribed “Nederlandse Ruimtevaart - 1959 - Rozendaal-Bremen-NV”

Postal Cancellation: Rheden: (Gld) - 2 XI.15. - 1959

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THE AIRPOST JOURNAL
TIPS BY JULIUS

By JULIUS WEISS
502 E. 185th St., Cleveland 19, Ohio

Many members of the AAMS may not know it, but the Republic of China on Formosa does all it can do to aid the philatelic world. Here is an agency that leans over backwards to satisfy collectors.

Recent years have brought us many interesting airmails, many first flight cancels from Formosa. We enjoy the issue of March 20, 1959 which shows a sea gull; this is $8 black, blue and green.

A modern building in Taipei serves as the Special Post Office and here can be found a philatelic room used by collectors to obtain philatelic material as well as to exchange words about stamp collecting. Trained workers serve the collector.

The post office has 1,597 sq. feet of floor space. The length of the counter is some 295 feet with space to serve 400 people. Chairs, and writing facilities are installed in the hall for the convenience of the public.

The Post Office of Republic of China has promised that our readers will be served well. The Agency sends out the latest news, gratis via airmail to interested collectors. Write to General of Post, Taipei, Taiwan, Republic of China. Tell the Postmaster General that you noted the column by Julius Weiss.

China has issued many fine cancels for flight collectors. If you request, a complete listing of items in stock will also be sent. Some of the airmails of Taiwan are on the list.

December 2, 1960 Sabena goes into Mexico. This is the first Sabena service into Latin-America. There will be two flights weekly via Montreal, Canada. The Boeing Intercontinental jet will be used.

Also, this winter Sabena will go into the Middle east via jet. This will be the Brussels/Athens/Beyrouth/Teheran route. Sabena and Aviaco established joint service between Brussels and Canaries. This is first use of “banalisation” of flying material.

Banalisation means that material of both companies are interchangeable, in that crews of either company can operate the material of the other concern. When Sabena reaches Spain, the crews of Aviacion y Comercio Company will relieve the Belgian crews and fly the aircraft to Las Palmas with a flight one day a week to Teneriffe (Canaries).

Sabena today is a progressive line but best of all it aids the philatelists.

MALEV airlines of Hungary soon goes from Budepest to Rome, while KLM soon goes to Monrovia, Liberia.

We have seen the Turkish dispatch of the Austrian Airlines Istanbul-Beograd-Vienna first flight. The Turkish item is posted on Aug. 5 at Istanbul. Special green printed envelopes were used.

The stamp which Japan recently issued to commemorate the 50th Anniversary of Japan’s first flight may puzzle quite a number of collectors as to just what flight was involved. Our friends in Japan tells us that this is the 50th Anniversary of the flights by Capt. Tokugawa at Yoyogi Parade Grounds, Tokyo on December 19, 1910. The stamp was issued on Sept. 20 and a special cancel was used.

DECEMBER, 1960
Some of the overprints airs of Ryukyu (1959) have been found with an inverted face value of 9c. The items are being sold at about $35 (USA) per copy. We do not know too much about them but we have seen them advertised in the USA. We received notices of them from Japan so we do not think them exactly as rare as “hens’ teeth”; therefore, use caution in buying Ryukyu overprinted airmails at this time.

Several more items have come from Turkey to commemorate the 15th year conference of International Federation of Airmail Pilots held in Turkey in March. A special cancel was in use.

We understand Panama’s airpost Souvenir Sheet to commemorate the Rome Olympic games is quite elusive. Obtain it while price is yet a bit above new issue price.

The results of the contest for the Prettiest Stamps in the World are in. Soon you shall read about it - keep watching the Airpost Journal.

Lufthansa had a fine yellow and blue envelope for the first Frankfurt to Chicago flight (LH 490). The line had these printed but the official cachet was in green and reads “Non-Stop - Frankfurt - Chicago May 14, 1960.”

We received many covers containing the Japanese 50th Anniversary of Flight stamps. The stamp was issued Sept. 20 and shows a Henri Farman plane and a modern jet. On Sept. 22 we received the stamp on a special cover showing the marriage souvenir sheet (postage) to coincide with the Royal visit of the Crown Prince and his wife to the USA.

We have recently seen some nice collections of Polish First Flight covers. “LOT” has done quite a bit for the airmail world. We have seen many Polish airmails on first day covers. One of the finest is the set of airs issued on Dec. 6, 1957. The cover shows modern Polish aircraft and has a special cancel. Collectors who seek something different should try to obtain the airmails of Poland on first day covers.

We have received word from the Ryukyus that several of the air sets are sold out and hard to obtain. We suggest collectors obtain all the Ryukuan airs before their cost becomes prohibitive.

One of the hardest airs to obtain at this time is the Winter Olympic set of Haiti. This is the Haiti-Overprint set containing three airmails plus one postage. This set sold for about 85 cents as a new issue early this year and is now selling near the ten dollar mark. This may turn out to be one of the roughest sets to obtain both on or off cover.

Several collectors have told us that there is a drive to get airmails for England and some of the colonies. We expect some airmail issues soon, for in a modern world what is a country without air mail stamps? Even countries which do not have airports issue the printed bits showing the world “airmail”.

Obtain all the souvenir sheets you can obtain from the UN. These sheets have a face value of but 12c, date of issue Oct. 24. Flight collectors in all parts of the world would desire a sheet and what would be better than a UN dispatched first flight? These sheets could be used on “firsts” with additional franking to all parts of the globe. (Editor’s Note: one million is the scheduled print run. Will that be enough?)

Our first from Air France to Tokyo by way of Anchorage was returned in fine shape recently, with a cachet in blue. This is a Boeing 707 jet first. Date of flight Feb. 16, 1960.

Many members have sent us their name, sometimes a stamped envelope for some unusual request. We had to re-vamp our files when we moved, and many of our listings were tossed out. Therefore, all members of AAMS who desire contact with this column, please place your name, address, membership number and request to us again. Enclose a stamped envelope if reply is desired.

To members in foreign lands: Please write if you can aid collectors in USA to obtain material. We know of several collectors who do this for fellow members; this is indeed the thing that makes AAMS the finest group of its kind in the world. Members in other lands can obtain material from the United States and UN by this form of exchange.

That’s it for now.

PAGE 84

THE AIRPOST JOURNAL
Cities on the Airmail Routes

By James A. McNally

#3 Minneapolis, Minnesota

In this series of "Cities on the Airmail Routes," there is no set pattern of order because of age, size, or importance of the municipality in question. We are simply trying to create a different interest in the collecting of first flight envelopes. Like collecting stamps of the world, collecting covers flown on all the inaugural flights of the airmail routes—if only in the United States—presents a physical as well as a financial problem. In fact, we have discovered, like hundreds of other collectors, that, unless one narrows his hobby habits to some special phase of collecting he will eventually lose interest because of the gigantic scope the philatelic field. This is why, from time to time, the collector should seek other avenues to develop and keep alive his personal interest in the hobby. So, for no apparent reason other than Minneapolis, Minn., comes to mind, we have chosen that city for our next subject.

Minneapolis, city of lakes, represents the combination of two words, "Minnie", Sioux for water, and "apolis", Greek for city, which were put together in 1852 by a school teacher. Actually, it rose from a tiny trading post at the turn of the nineteenth century to the most outstanding trade and cultural center of the Upper Middle West. Air potentially, today, Minneapolis, together with its twin city—St. Paul—and the immediate surrounding suburban area, ranks with Cleveland, Pittsburgh, St. Louis and Houston—to name only a few. While it is evident that some form of transportation from Minneapolis carried the mail from 1800, it was not until October 17, 1911, that the mail took to the air. On that date Hugh Robinson left Minneapolis with 15 pounds—his destination was New Orleans, La.—the venture ended in Rock Island, Ill., for lack of funds.

Minneapolis' next step into airmail history was on August 10, 1920, when a flight by the Post Office Department from Chicago, Ill., was inaugurated to test the feasibility of integrating this city into the then proposed transcontinental airmail route. It proved so successful that the Post Office Department attempted another trip over the same territory on November 29 of the same year; at this time Milwaukee and LaCrosse, Wis., were added as intermediate stops. Over the following five years this route became the target of air disasters, so much so, that a number of contractors refused to bid on contract invitations when the airmail routes were awarded on October 7, 1925. Even later, when Dickinson Air Lines became its operator—(C.A.M. #9)—the same bad luck followed and almost forced that company into bankruptcy. The next company to operate C.A.M. #9, was Northwest Airways (now Northwest Orient Airlines) and they broke the jinx, and went on to increase the route in size and value and to eventually make Minneapolis, Minn., the terminal of its vast airline empire. Today, this city is the seventh largest air station in the nation and there is no question that airmail over the past 40 years has helped it to grow. At present, it has a population of over 700,000 people, industry of approximately 1200 plants, manufacturing some 800 different commodities, besides being the headquarters of the world's five largest milling companies. Minneapolis is truly a city of the future. Like Father Louis Hennepin, the Franciscan Missionary, who, with his entourage of Sioux Indians and a few fellow Frenchmen, made the site of this city the point of their discovery in 1680, so have millions of others who, whether flying in Jennies or Jets, have discovered Minneapolis to be a city of lakes and parks, a city of culture, one that is the hub of sports and other attractions. They have discovered it to be a center of education—University of Minnesota—world famous in the field of medicine and a city of religion with over 400 churches of worship.

Into the World—Chamberlain Airport at Minneapolis flies Northwest Orient Airline as an international carrier. Capital, Braniff, and Western Airlines take care...
of the trunk line service and North Central and Ozark Airlines fill in the local feeder needs. For all-cargo service Flying Tiger Airlines is the answer. All these are presently serving Minneapolis with airmail to and from all corners of various states. Others that served in the past were Pennsylvania Central (absorbed by Capital Airline), Hanford Tri-State and Mid-Continental Airlines, (taken over by Braniff International) Inland Airline, a subsidiary of Western; and probably forgotten—Mid-West Airlines, one of the really early local feeders. We should remember also that North Central is a recent name for Wisconsin Airlines. By these carriers this city is linked directly with New York City, Tokyo, Washington, Los Angeles, Honolulu, Manila and to most of the large cities of South America.

For an exhibition frame or two, we'd like to suggest a collection of first flight envelopes flown out of Minneapolis over the airmail routes that were and are now serving that city by the various airlines past and present. Add baggage and airmail labels of the carriers mentioned to dress-up the presentation. We are sure the judge of such a planned format has a medal in his pocket for that exhibitor!

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**MR. AVIATION**

Just about two years ago, as big jet transports trained for their debut in commercial aviation, the nation was growing increasingly concerned about air safety. Tragic mid-air collisions in the spring of that year underlined the need for better control of the military and civilian planes that were crowding our skies.

In November of that year Congress set up the Federal Aviation Agency, and President Eisenhower appointed as its administrator E. R. "Pete" Quesada. That same year Monsanto presented its first Aviation Safety Award, to be given annually to the individual making "the most significant and lasting contribution to aircraft operating safety and to the protection of life aloft."

This year Quesada won the 1959 Monsanto Award. The former Air Force lieutenant general and fighter pilot has so distinguished himself as the "boss" of U.S. air operations in the past two years that even his critics admit that "he gets things done." The Monsanto Award, presented by the Aviation Writers Association, is one more tribute to the diligence with which Pete Quesada pursues his high objectives.

Born in Washington 56 years ago, Quesada began his military career with the Army Air Service in 1924. In 1929, with other pioneering airmen, he helped set a world's record for endurance flying: six and a half days aloft in a Fokker monoplane—and incidentally proved the effectiveness of in-flight refueling. He flew mail for the Army in the early thirties. During World War II he served first in North Africa and later in Europe, taking part in the Normandy invasion. From 1949-51 he was in command of Joint Task Force Three, which organized and carried out the detonation of the world's first hydrogen bomb. He retired from the Air Force as a Lieutenant General in 1951 and entered private industry, but when the President called him back to Washington, Quesada resigned his commission to accept the civilian post of FAA Administrator.

The government official was selected to receive the Monsanto Award by a jury of aviation experts headed by Jerome Lederer, managing director of the Flight Safety Foundation. LeRoy Whitman, editor and publisher of the *Army, Navy, Air Force Journal*, was chairman of the Aviation Writers' nominating committee. Quesada was specifically recommended for his "vigorous implementation of the Federal Aviation Act of 1958" and for implementing "modern concepts of accident prevention."

—from the Monsanto Magazine

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NEW APPLICATIONS


By: H. D. Westbrooks

Emerson, Hubert W., 5812 Noble Ave., Van Nuys, Calif. Aircraft Insp. Age: Legal.

AM AU U20 UC PC HC PA FF FF GF CAM FAM RP OF Z 1D X

By: R. T. Smith

Zaso, John, 43 Frank St., Valley Stream, L. I., N. Y. Dealer. Age: 21.

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By: R. T. Smith

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LM51 Dermody, Harold, 1727 Diamond St., San Diego 9, Calif.

10TH ANNIVERSARY OF DR. ROBERT PAGANINI'S DEATH

Dr. Robert Paganini, in his time the dean of the world's aerophilately and an honorary member of the American Air Mail Society, died at St. Gallen, Switzerland, on December 6th, 1950.

On this 10th anniversary of his death we remember this great pioneer of the aerophilately from its earliest beginnings as the founder of Switzerland's Air Post Archives - presently under the administration of the Swiss General Postal Direction at Berne and the author of one of the world's very earliest airmail catalogues. He spoke for a future regular airplane mail service in 1913, for the coming regular trans-ocean airmail soon after the first world war, and he was a pioneer for rocket mail as far back as 1932.

Subsequent developments have always shown years later how right he had been in visualizing what was to come and how great his understanding of actual possibilities of such new developments had been.

He was a great personality, a friend to many collectors all over the world. We honor his memory now ten years after his departure and we feel sure that his memory will live on many more years among the friends of aerophilately everywhere.

— Dr. Max Kronstein

ROCK MAIL

During the wars conducted by the Prussian King, Frederick the Great, the bridge over the Lahn river had been destroyed by a war action. In order to maintain mail dispatch service between his troops on both sides of the river, Duke Ferdinand von Braunschweig established on December 31, 1759 a kind of "trans-aerial" service. On both sides of the river reliable, strong soldiers were posted: Whenever a letter had to cross the river in one direction or the other, the soldier on the one side had to attach a stone to the letter and to throw it across the river to the other bank. Here it was to be picked up and speedily reshipped to its further destination.

(Translated from the German by Dr. Max Kronstein, this little story appeared in our member Kurt Dahmann's monthly magazine "Die Luftpost" for July - August, 1960).
APJ ADS

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AAMS EXCHANGE ADS

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WANTED TO BUY: Japanese Pioneer Flights, FF also FF and others to Japan. Send offers to Herbert Ueberell, Edenhalls 4, Stuttgart-Sonnenberg, Germany. *368

HAVE COLLECTION: Early to 1950 FDC. Franked with blks of 4. will exchange. Joseph F. Bush, 4001 N.E. 3rd Ave., Fort Lauderdale, Fla. *368

NEED: Covers from Regulus Missile, Fred Ssa to Shore. Have Cuba, Panama, Sal­ vador post to trade or will purchase Wm. L. Hibbert, 812 Geneva St., Aurora, Colorado.

WILL EXCHANGE: Canadian, Newfoundland pioneer, semi-official, first flight covers and stamps; UN, NÀTÓ and RCAF philatelic envelopes for similar duplicate material. F/Lt R. K. Malott, 39 AMB-RCAP, CAPO 5051, Canadian Armed Forces Europe.

DECEMBER, 1960

AAMS EXCHANGE DEPARTMENT

BUY — SELL — WANT LISTS

WANTED: Mint Air-Mails of France, Japan, Switzerland, Luxembourg, Monaco, Netherlands. Send list with prices wanted to Louis Michitsch, 69-16 60 Street Brooklyn 27, N. Y. *368

I HAVE a few hundred rocket covers, in exchange for other rocket covers I need in my collection. Anton Hobling, 1725 Putnam Ave., Brooklyn 27, N. Y., U.S.A. *369

$25 SCOTT used airs, my choice, different from yours for equal value and 4c postage. Joseph Figuccio, 8705 19th Ave., Brooklyn 14, N. Y. *367

WANTED: SCADTA - Covers from Switzerland (SCADTA stamps with consular overprint "S"). Roland F. Kohl, 350 E. 30th St., New York 16, N. Y. *369

WANTED — First Flight Covers from Guatemala, especially any carried by Ail- ateca Airlines. Also will exchange U.S. FF. Carl Faulkner, 21 Madison Rd., Durham, N. H.

WANTED to Buy: For cover collection; Balbo and Byrd Flights, Zeppelins, Rockets, Pioneers, Balloons. Schoendorf, 7832-81st Street, Glendale, 27, L. I., N. Y. *368

SEND: Any amount of U.S. Stamps. I will send an equal value in Foreign airmails, S. Tauber, 708 E. Tremont Ave., Bronx, N. Y. *369

WANT: 1st and last day change covers. Have Airmail 1st days and mint and used singles to swap. Pesin, 728 Franklin, Tenafly, N. J.

SCARCE test flight jet covers—all pilot-signed given for flown rocket mail or UNEF contingent mail. Seymour B. Feldman, 2708 McEarl Drive, S.E. Albuquerque New Mexico, U.S.A.

WANT UNEF battalion covers, especially Indonesia and Colombia. Swap or purchase same. Seymour B. Feldman, 2708 McEarl Drive, S.E. Albuquerque, New Mexico, U. S. A.

NEED Haiti CB 18a. Will purchase or exchange Newfoundland airs, Scott basis. Wm. L. Hilbert, 812 Geneva St., Aurora, Colorado.

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WANTED: Exchange world-wide stamps in complete sets, basis Scott's catalogue. Can supply Philippines, other Asian countries. John R. Young, A.A.M.S., #3877, P.O. Box 233, Cebu City, Philippines.

THE AIRPOST JOURNAL
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